

IN THE SPECIFICATION

Please amend the paragraph beginning at line 12 of page 3 as follows:

Number 1 in FIG. 1 indicates a vehicle having two normally driven front (secondary drive) wheels 2, and two rear permanently drive driven (main drive) wheels 3. Vehicle 1 comprises a front internal combustion engine 4, which has a drive shaft 5 having a flywheel 6, and is connected to rear drive wheels 3 by a power train 7. Power train 7 comprises a dry or oil-bath (first) clutch 8, which is housed in a casing integral with engine 4, and connects drive shaft 5 of engine 4 to a (first) propeller shaft 9 terminating in a mechanical gearbox 10 at the rear. A self-locking (first) differential 11 is cascade-connected to gearbox 10, and from which extend two axle shafts 12, each integral with a respective rear drive wheel 3. More specifically, as shown in FIG. 2, a primary shaft 13 of gearbox 10 is integral with propeller shaft 9, and a secondary shaft 14 of gearbox 10 is connected to self-locking differential 11.

Please amend the paragraph beginning at line 12 of page 28 as follows:

As shown in FIGS. 1 and 2, vehicle 1 comprises a connectable drive system 15 for mechanically connecting drive shaft 5 to front wheels 2 and so also driving front wheels 2. Connectable drive system 15 comprises a gear train 16, which is located immediately downstream from clutch 8 and therefore upstream from gearbox 10, has a constant velocity ratio, and transmits power from drive shaft 5 to an input of an oil-bath (second) clutch 17. The output of clutch 17 is connected, with a fixed velocity ratio, to front wheels 2 by a propeller shaft 18 connected to a (second) differential 19 having two axle shafts 20.

Please amend the paragraph beginning at line 6 of page 8 as follows:

It should be stressed that, when the third (synchronous) gear of gearbox 10 is engaged, the input and output of clutch 17 have the same angular speed and the disks of

clutch 17 therefore rotate synchronously with no slippage, whereas, when the first or second gear of gearbox 10 is engaged, then the angular speed of the input of clutch 17 is higher than that of the output of clutch 17, so that slippage of the disks of clutch 17 occurs. In other words, in this case, clutch 17 provides for adapting rotation speed by reducing the rotation speed imposed by gear train 16 (as stated, the velocity ratio of gear chain 16 equals the velocity ratio determined by the third gear of gearbox 10).